

Notices to Consignees.

O. S. S. Coy.'s STEAMER "NESTOR," FROM SINGAPORE.
CONSIGNEES of Cargo per above steamer, due here about the 30th instant, are hereby informed that the same will be landed and stored at their risk, according to the clause in the Bills of Lading, in the Godown situated under Messrs Bessant & Co.'s Office.

BIRLEY & Co.
Hongkong, December 20, 1899.

THE MERSE FROM LONDON.
CONSIGNEES of Cargo per above named vessel are requested to send in their Bills of Lading to the Underigned for countersignature and to take immediate delivery of their Goods.

Cargo impeding discharge of ship will be landed and stored at Consignees risk and expense.

GILMAN & Co.
Hongkong, December 17, 1899.

NOTICE.
THE following cases have been landed and stored at the risk and expense of the Consignees, who are requested to take immediate delivery.

Do "Hooghly," 23rd August, 1899.
Vie. A. C. I. Portmanteau.
C. BERTRAND,
Principal Agent.
Hongkong, December 13, 1899.

NOTICE.
CONSIGNEES of Cargo per M. I. Co.'s steamship "Dorcas," are requested to send in their Bills of Lading for countersignature and to take delivery of their goods before the 18th instant, at noon, or they will be landed and stored at their risk and expense.

C. BERTRAND,
Principal Agent.
Hongkong, December 13, 1899.

DUITCH BARQUE MARIA LOUISA ANTOINETTE, FROM LAMARCA.
CONSIGNEES of Cargo by above named vessel are requested to send in their Bills of Lading to the Underigned for countersignature and to take immediate delivery of their Goods.

Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

BOURJAU, HUBNER & Co.
Hongkong, August 30, 1899.

BRITISH SHIP STAR OF THE NORTH, FROM LONDON.
CONSIGNEES of Cargo by the above vessel are hereby requested to send in their Bills of Lading for countersignature to the Underigned and take immediate delivery of their Goods.

Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

BOURJAU, HUBNER & Co.
Hongkong, October 18, 1899.

Notices of Firms.

NOTICE.
THE Interest and Responsibility of WAHNS and TONG MOV CHEE in our Firm ceased on this day.

WAHNS & COMPANY,
Hongkong, December 21, 1899.

NOTICE.
MR. H. H. WARDEN is admitted a partner in our firm from this date.

RUSSELL & Co.
China, December 1, 1899.

NOTICE.
THE interest and responsibility of our partner, the late MR. SHAPORON, BOKOR, ceased in our firm on the 4th instant.

CAWASSEE PALLANJE & Co.
Hongkong, November 23, 1899.

NOTICE.
MR. PAUL GERRARD HUBER, and MR. ALBERT GUZZOW have been authorized to sign our firm here and in China from this date.

SIEMSEN & Co.
Hongkong, November 1, 1899.

NOTICE.
MR. THOMAS H. DE SILVER is admitted a partner in our firm from the 1st of October 1899.

L. FRICKEL & Co.
Hongkong, October 21, 1899.

NOTICE.
I HAVE this day established myself as a PUBLIC ACCOUNTANT, AVERAGE ADJUSTER and GENERAL COMMISSION AGENT. C. LANGDON DAVIES.
Hongkong, July 1, 1898.

NOTICE.
MR. FRITZ RAPP, has been duly authorized to sign our Firm per Procuration from this date.

F. BLACKHEAD & Co.
Hongkong, June 15, 1899.

NOTICE.
THE Business of KINNEAR & Co., Foochow, will be carried on from and after this date under the style and firm of KINNEAR, LARKEN & Co. the partners therein being, MR. WILLIAM BALFOUR KINNEAR and MR. THOMAS LARKEN.
WILLIAM BALFOUR KINNEAR,
Foochow, May 1, 1899.

NOTICE.
MR. ROBERT JOHNSTONE is authorized to sign our Firm per Procuration.

FINDLAY, RICHARDSON & Co.
Yokohama, November 18, 1899.

NOTICE.
WE have authorized MR. CLAUDE BUDDS to sign our Firm from this date.

DEBETTER & Co.
Hongkong, January 1, 1898.

For Sale.

CHRISTMAS! CHRISTMAS!!
A LARGE and Choice assortment of TOYS and PRESENTS for the Season.

At
MISS ROSE'S MILLINERY & DRAPERY ESTABLISHMENT,
WELLINGTON STREET,
Opposite the Roman Catholic Chapel.
Hongkong, December 13, 1899.

For Sale.

DELICACIES AND NOVELTIES FOR CHRISTMAS.

BLOOM MUSCATELS.
FIGS.
Truffled SAURAGES.
Lyon's Do.
Russian OX TONGUES.
Do. Do.
Reindeer's Do.
Choice French PLUMS.
FRUITS, in BRANDY.
Do. do. NOYEAU.
Crystallized FRUITS.
French BOMBONS.
Bouillon CROQUETTES.
Fancy Do.
Silver Wedding Do.
Candied PEEL.
MINCEMEAT.
Plum PUDDINGS.
Christmas CAKES.
Jordan ALMONDS.
Carlabad WAFERS.
GROUSE in GRAVY.
Truffed ORTOLANS.
Fresh CAVIARE.
Dessert BISCUITS.
Do. Do.
French Chocolate BONBONS.
Rosewater CRACKERS.
Bouquet FANS.
Costume Do.
Floral Do.
Perfume HAMPER.
York HAMS.
Albert CHEESE.
Stilton Do.
Pine Do.
Handsome GIFT BOXES of BONBONS.
Do. do. BOOKS.
STEREOSCOPIES.
STEREO-SLIDES.
ARTES DE VISITE.
Music FOLDERS.
Despatch BOXES.
Courier BAGS.
Photographic ALBUMS.
Bronze FIGURES.
Parian STATUETTES.
Tobacco JARS.
Electro Plated FLOWER STANDS.
Scent BOTTLES.
BOOK SLIDES.
Magnetic MACHINES.
Ladies' COMPANIONS.
Glove BOXES.
Paint Do.
Optic WONDER.
EIDOTROPIES.
Magic FLOWERS.
Steam TOYS.
Gold SCARF SLIDES.
Do. OHARMS.
TOYS.
Dancing NEGROS.
Clockwork FLY TRAP.
Christmas Tree ORNAMENTS.
Krug's CHAMPAGNE.
Do. do. do.
And, for Messrs. St. John's Day.
APR 25, JEWELS.
do. do.
LANE, CRAWFORD & Co.
Hongkong, December 6, 1899.

FOR SALE, EX SHIP.
350 Tons best English COAL.
CARLOWITZ & Co.
Hongkong, September 11, 1899.

FOR SALE.
JULES ROBIN COGNAC, in cases.
Wm. FUSTAU & Co.
Hongkong, August 26, 1899.

FOR SALE.
(Under power contained in the Mortgage Deed).

ALL those valuable Premises situate in the South, and partly on the Praya on the North, formerly occupied by Messrs. Smith, Kennedy & Co., and now in the occupation of Messrs. J. Schellhas & Co. The Premises are built on Marine Lot No. 101, and are held under Lease from the Crown for 999 years, subject to a Crown rent of £30 per annum. The Premises are spacious and airy, and the ground comprises an area of 14,400 square feet.

Those valuable Premises adjoining the above on its Western boundary, formerly in the occupation of the Asiatic Bank, and built on Inland Lot No. 514. These Premises are likewise held under a Crown Lease for 999 years, subject to a Crown rent of £24 10s. per annum, and the Lot contains an area of 5,750 square feet.

The above valuable Property will be sold by Public Auction in Hongkong, on some early day (of which date notice will be given), unless previously disposed of by private contract.

For further particulars, apply to Messrs. SMITH, ANGLER & Co.,

or
HENRY C. CALDWELL, Esq., Solicitor.

Hongkong, 3rd August, 1899.

FOR SALE.
Cases Manila SUPERIORES, in boxes of 200 each.

ZACHARIE & Co.
Hongkong, December 11, 1899.

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For Sale.

CANTON.
O BE SOLD.—A substantially built HOUSE on Shiamoen.
For Terms, apply to the present occupiers, Messrs. MOU & Co.
October 25, 1899.

FOR SALE, EX SHIP.
350 Tons best English COAL.
CARLOWITZ & Co.
Hongkong, September 11, 1899.

FOR SALE.
JULES ROBIN COGNAC, in cases.
Wm. FUSTAU & Co.
Hongkong, August 26, 1899.

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Houses and Lands.

CLUB CHAMBERS, D'AGUILAR STREET.
A FEW Sets of these desirable CHAMBERS are now vacant, and can be had on reasonable terms. Apply to DOUGLAS LAPRAIK & Co Hongkong, February 6, 1899.

MORRIS'S DIRECTORY FOR CHINA, JAPAN AND THE PHILIPPINES, Etc.

PRICE 3s.

THIS Work now issued for the second time, will be placed before the Public as early in January next as possible, and will contain the same information as the First Edition.

Orders are respectfully solicited by

MORRIS & CO.,

Publishers,

Wellington Street,

Hongkong, December 6, 1869.

THE CHINA MAIL.

HONGKONG, WEDNESDAY, DEC. 22, 1869.

His Excellency Sir Richard Graves MacDonnell, K.C.B., Governor of Hongkong, Vice Admiral, etc., this morning did himself the honour of entertaining at breakfast General Thomas Thurnham and the other members of the American Consular staff. The entertainment was given at Government house, and the American Consul was present. In the absence of any journal devoted to fashionable intelligence, we venture to record this fact, and we do so purely in the interests of fashionable society. We are not aware that there is anything in the world of Hongkong that is at present more deserving of notice. It is the most remarkable event since the Prince and his party left Hongkong, and His Excellency has no doubt been delighted at finding himself equally "at home" with a Prince as with a quartette of Dwarfs. His Excellency has a wide range of social comprehension.

We give equal prominence to the fact that General Thurnham and his suite performed in the City Hall last night, and the performance was an amusing one—thanks, we are bound to say, to Commodore Nutt, whose eccentricities were extremely diverting. The performance will be repeated this evening, and on other evenings (vide advertisement). His Excellency Sir Richard Graves MacDonnell, K.C.B., Governor, etc., etc., having had Tom Thurnham and his suite to breakfast, the little people will necessarily become great. His Excellency is fortunate. It has fallen to his lot to entertain a British Prince and some American Dwarfs. Happy Sir Richard!

LOCAL.

This Adventure came in this afternoon. Among the passengers were Sir Rutherford and Lady Alcock, and Miss Lowder, and Messrs Connolly, Secretary to Legation; Hamilton, Private Secretary; Joyce, Board of Works; and the Admirals' staffs for Canton with Sir Rutherford on board.

By our Shanghai flies per "Rona," we find the printed copy of the Revised Treaty given in the Courier. The document is too lengthy for publication to-night; but it will appear as early as convenient. Supplementary rules and tariff are also given, which will be noticed in due time.

Tai salutes, or rather minute guns, fired off to-day, are the official record of respect paid to the memory of ex-President Franklin Pierce, who filled the presidential chair from 1853 to 1857, and died some months ago. Most of the English, and all the American, flags were at half-mast.

This being Christmas Day amongst the Chinese, the loose holiday feeling begins to come over the natives, and they now openly explain the "situation" by saying in general terms that it is a "holiday."

At the Magistracy this morning, a boy belonging to the Hongkong Hotel was charged on suspicion of having cut open a travelling bag and stolen therefrom the sum of \$243, while the owner was at breakfast yesterday. Mr. May, in a few remarks addressed to the Chinese lessees of the Hotel, gave them to understand that, if greater care and caution were not observed towards foreigners resident there, the Chinese would go against them of having the license continued. The case was remanded.

SUMMARY JURISDICTION COURT.

(Before the Hon. J. G. WATTS.)

Dec. 22, 1869.

F. Dagenor v. Leung A. Chune, \$384.50, for yellow metal sold and delivered. Mr. Hazledine appeared for plaintiff. As the defendant failed to appear, judgment was given against him.

W. Gardner v. Ullmann, \$13.00, for refreshment supplied and for damages for tearing a coat. The plaintiff is proprietor of the Hamburg Tavern, and the defendant came to the tavern and asked for a drink of beer, after which he said to the plaintiff, "Why don't you go to my shop and buy a suit of clothes, as I have so many nice things exposed for sale." He seized hold of the plaintiff's sleeve as he was saying this and tore the coat. The defendant simply played that when he was passing by the plaintiff's door, he was invited to have a drink, which he at the same time paid for; after some conversation had passed between them, he just put his hand on the plaintiff's shoulder and did not know how it was torn; it might have been done by the slightest touch; he denied having assaulted the plaintiff. A witness was produced by plaintiff who simply corroborated the above statement.

His Honor said, as regarded the refreshment supplied, that he had no doubt the

defendant must be paid for it; as to the damage to a coat he was perfectly satisfied upon hearing the evidence of the plaintiff and his witness, who deposed in the plain case possible way, and on which he was inclined to place fullest reliance. Judgment was given for the plaintiff.

J. B. Holland v. J. McCallum, \$30, for painting one tram pany. Decree for plaintiff.

Judawun v. Abdul Kader \$15.00, for money loan association.—His Honor said that, as there was no writing of any kind produced by the plaintiff in proof of his case, it was consequently dismissed.

The Colonial Treasurer v. Ho-shze, \$10, for spirit license. Defendant did not appear, and judgment was given for plaintiff.

THE DOUGLAS CHALLENGE CUP.

ON MONDAY, 19th INST.

Monday's steady breeze held well on Tuesday, and at six o'clock in the morning the weather looked of that thoroughly breezy, bracing and settled description which is best calculated to gladden the heart of an enthusiast in yachting. The course was as follows:—Through the West Lamma Channel and south of Lantau to a marked vessel moored off the entrance to Maeco Harbour, leaving her on the starboard hand; thence back to Hongkong, again passing south of Lantau, and past the Fort William, leaving her on the starboard hand. The boats were all in position, and everything was in nice trim—fine "ship" shape "yacht" shape—the time fixed on for the start, viz., seven o'clock; but there was, as there most commonly is, a difficulty to contend against. While the yachts were all lying in position waiting the arrival of the Starter's steamer—gnashing their teeth, no doubt, as each fresh rush of the fine steady breeze passed on, and bemoaning the fact that they could not catch it and get away—the steam-yacht *Little Orphan*, set apart for the use of Captain Purchas, edge and star, was making vain efforts to get up a solitary pound of steam, and failing most hopelessly in that laudable endeavor. At 7.30, the Starter arrived in his gig to see what was amiss; and on finding the manner in which the *Little Orphan* had deceived him and every one interested in the race, he proceeded without further loss of time to start the yacht in his six-oared gig. By this time it was eight o'clock; and the yachts were sent away by a musket shot exactly at 8.05.30.

Now, as the start was very nearly the only movement of the yacht which could be discerned by those who accompanied the yachts in the *Little Orphan*, we may as well be particular in the description of that part, noting only by the way that this portion of the race was visible to the reporters solely owing to the courtesy of Captain Purchas. Eight yachts started, viz., *Waves*, *Mystery*, *Adelaide*, *Nemesis*, *Scotia*, *Moquito*, *Leiter*, and *Waverley*. Almost before the smoke had left the starting musket, the *Little Adelaide* had moved away with her mainmast full, and with her fair start was the leading boat for a considerable time. *Mystery* got away next in turn, and shaping in the same direction as the *Adelaide*, kept close up for a good distance, and then appeared to compete closely for the first place. Meanwhile, *Nemesis* had got round and was heading along famously, having fairly caught the wind in her sails in a most rapid and yacht-like style. *Scotia* also had slipped away very prettily, and when she had fairly got hold of the wind, she stood up as well to it in her new rig as ever she did under her old Celestial canvas, and looked more like a thoroughly national craft than she did before: she sailed well, too, and may sail better by further improvements. *Leiter*, as usual, loitered a little, and was some time in getting way on her; but after she once settled down to her work, she went through the water very steadily, and maintained her position well. *Moquito*, on getting round, made a very fair start, and began the race in a most business-like steady way, moving off without a single moment's loss of time. *Nemesis* was detained in some way or other, and did not get away at all well; besides, on getting round, she seemed to go too near the Kowloon side, and was behind the others in catching the full benefit of the wind. *Waverley* again squandered some three or four minutes, apparently in an unsuccessful effort to take her anchor with her, and as a matter of course she was last in getting fairly round and fairly off.

Having accompanied the yachts thus far, the Judge and party returned to the steamer, but the powerful little tug-boat was as powerless as ever; and it was not until three minutes after nine (almost an hour after the yachts) that enough steam was expressed from the bad coal on board to enable us to get down the Harbor. On getting a little way past Green Island, a stoppage was necessary in order that the steam might be coaxed and turned up to 10 or 15 lbs., and another hour saw us pushed forward two or three miles on our way towards "accompanying the yachts"—which sailing machines, by the way, had been beyond the reach of the most powerful binocular on board ever since the start at eight o'clock. The Judge and his party, it ought to be mentioned, were favored by a glimpse of the sails of the various yachts in the race when they were somewhere in the vicinity of Lantau; but as to which was first, who had fouled or had been fouled, or who required assistance—these interesting questions had to be pigeon-holed for further inquiry.

There was ample leisure on board for viewing the surrounding sea and the surrounding scenery; but as the scenery has been fully described before, and this is a description of a yacht race as seen from the Judge's steamer, it is unnecessary to mention the differently-rigged junk and fishing-boat we passed or "accompanied" during the cruise. The U.S.S. *Delaware*, however, was a sight worth looking at, as she sailed out to sea on a sort of cruise-testing cruise; and her courses it is at one time appeared that she might have been the craft originally intended to accompany the yachts. She looked afterwards, like going round the Island, and we looked like going an average of two knots an hour. A schooner was observed in the distance, and as the other yachts had been observed to disappear under a certain point of land, an enthusiast who had staked a pile against the schooner, declared it to be the *Leiter* and the last boat. It turned out to be the Government schooner "Victoria," and the enthusiastic backers of the racing schooner rejoiced that they had mistaken one *Leiter* for another.

It has been said that nothing is impossible, and that steam has been, or might be, manufactured out of anything belonging to the mineral kingdom; and it must be said that this was fully illustrated by the result produced by the burning of a certain or uncertain mineral denominated coal on board the tug steamer yesterday. Those who ought to have known, called the mineral by all the names possible except the one which it ought to have deserved; and it was put down at last as one of those things that "no fallah could understand." The smoke, too, was apparently peculiarly varying hues, changing from bright yellow to dark green. But perseverance overcame difficulty, and it did so in this case. Heat applied to water for a sufficient length of time is bound to produce steam, and even bad coal will often triumph in time. The Engineer had been at it since four o'clock in the morning; he had made what the indicator called "0" in four hours, and "7" (lbs.) in five; but the heat in the furnace at last so increased that the last 10 lbs. as much as 21 lbs. were indicated. But the engine, the moment it started again, would waste so much that the indicator ran down faster than it had struggled up; and the halts were many and disappointing.

On rounding Lantau, the first boat we could hail with certainty was the *Mystery*, which was shaking helplessly in the wind, and seemed a good boat for last place. Next came the *Waves*, *Nemesis*, and *Adelaide*—counting the one furthest away from the Maeco point first in order, the other four were ahead. *Nemesis*, getting headway, was passed with a rush by the *Nemesis*, who got into a streak of wind from the S.E.; and here also a splendid race was sailed between the *Waves* and *Nemesis*, they being neck and neck for some time. The *Mystery* also caught a breeze about this time, and came up at a rattling pace, though a long way astern. *Nemesis* now, with a spanking breeze, stretched away a long distance ahead of the last-named, laying on the angle which is most dangerous to her opponents. At this time the *Little Orphan* was slowing towards Maeco road, and was about a mile from the Russian ship *Nemesis*, which was used as the turning point for the yachts. The *Little Orphan* could be seen leading, with breeze light, and all sail set; followed by the *Scotia*, *Leiter*, and *Adelaide*. With the breeze which had brought up the three big cutters—*Waves*, *Nemesis*, and *Adelaide*—the boats now got round the Maeco point in fine style. *Moquito* rounded beautifully at 8.54.0, and *Leiter* over to it, came "pipping" along straight for Lantau. *Scotia* rounded at 8.52.30, but found it very difficult to shorten the distance between her and the little leading boat. Ten minutes after the *Scotia* rounded came the schooner (8.52.30); and she was followed by the *Adelaide* at 8.54.0. At 8.54.0, after a splendid run of an hour and a half, the *Nemesis* rounded, and the *Adelaide*, passed the smaller cutter, and after the *Scotia*, which means that she had been round the point by a straighter course. *Nemesis* rounded the stake-boat at 8.51.30; and *Waves* getting round at 8.50.0, a good race again took place between these two boats, in which the *Waves* appeared to have the advantage. *Mystery* prevented further observations. *Mystery* rounded at 8.50.0; and round about this time very little was seen of the yachts.

As no reliance whatever could be placed upon the steam-generating power of the coal supply on board, it was deemed advisable that the tug would proceed slowly homewards; and as the breeze had nearly died away, and no necessity was likely to arise for the tug's services—a somewhat fortunate circumstance, by the way, as she was not in a position at that time to have rendered any assistance to any one—she steamed towards the goal was the order given, and obeyed. The *Little Orphan* arrived at the Fort William a few minutes before eleven, and as the moon was at the full, the prospect was much more pleasant than the results of the day had been in the engineer's department, or rather in the stove-hole. It must be said, however, that the disagreeable connection, that Captain Bonning as Engineer in charge did all that mortar and bad coal could possibly have accomplished; and it would seem that the fault lies at other doors than these. The kindness and courtesy of the Captain of the tug were everything that could be desired; and it was apparent enough that the engineer and his men had a hard time of it. It is an old saying and a true one, that "you can't get blood out of a stone." The boats appear to have done very little during the latter and smaller hours, and it was not until six o'clock that the first boat—the *Little Orphan*—began to feel or see her way homewards with anything like certainty. The *Adelaide*, as was easily discernible from the tug-boat, could not follow the flood-tide, and she took a course homewards, north instead of south of Lantau, getting to the Fort William at 6.4.30, and spreading dismay all around her. But it must in fairness be stated that there was not the slightest intention to do so, for all the Europeans had left the tug, and now but natives had been left to see her home. The first boat which came south of Lantau was the *Moquito*, the nine-tonner, which was pretty well sailed and which for her size is the prettiest little boat of the fleet. She, having done all the running previously, almost drifted up to the Fort William at 8.24.45, at which time she was declared by the Judge to be the winning boat. Immediately on this little point having been officially arranged, we understand that permission was given by the Judge that the winning boat should be towed towards Kowloon; which being done, has given the tug some rather misplaced "chaff" from the part of some. Seeing that the little winner had an allowance of 19 minutes from the *Nemesis* (2d boat), 11 minutes from the *Scotia* (3d boat), and 41 minutes from the *Leiter* (4th boat), this appeared somewhat like "sour grapes." The *Nemesis* reached the goal at 9.01.30, and the *Scotia* followed at 9.10.25; the *Leiter* arriving at 9.18.35.

It is understood that a second prize had been arranged for yachts under 15 tons; but as the entries on this occasion were only two, while the stipulation was that three should start, there will be no second prize. Besides, the smallest boat suffered from the Challenge Cup—an event most unexpected and not by any means looked for when the second prize was thought of. There may be a second Challenge Cup; but of that we are not sure. The Cup on this occasion has been won for one year by one of the smallest yachts in the fleet, and by the boat which we have more than once called the "plucky little *Moquito*," and we may congratulate all concerned on the triumph thus fairly and honestly achieved. The *Nemesis* did not appear fully to calculate the strength of her antagonists in this race, and she consequently gains second place by less than one minute (46 seconds). The *Scotia*, though she sailed well and stood up to her canvas (we think rather too well), has not fully justified her change of rig, and must have another trial ere she fully justifies the transformation. The *Leiter* sailed better this time than she has yet done, and had the start been made at the fixed time, she (as well as the others) would have had a better chance, as she was overhauling the leading boat when the wind fell away. The *Nemesis* sailed well, and the *Waves* had enough to do to hold her own; although, of course, it is very difficult to say which is the better boat until one takes into consideration the accidents or incidents of a race. The Challenge Cup, it must be remembered, has been again only half-won, as the *Waves* took it last year.

MR. GEORGE PEABODY. (Times, Nov. 6.)

Very many of our readers will learn with regret to-day that the great modern philanthropist whose name is so familiar to both Englishmen and Americans is no more; he died last night, (Nov. 4) in Eaton square, honoured and esteemed by multitudes besides those who enjoyed the privilege of his personal acquaintance.

It is not often that a self-made man, however successful, makes a fortune of the heart and the will to bestow the often of it in his lifetime on philanthropic works in his own country or in that of his adoption. And yet this is what Mr. George Peabody has done. To say nothing of immense benefactions to Harvard University, to the Southern Educational Fund, and to charities in his native State of Massachusetts, the exact amount of which was probably known to no one but himself, the deceased gentleman bestowed on the poor of London upwards of a quarter of a million of money, in three instalments, within the last few years, to be laid out for their benefit under the control of a body of trustees, of whom Lord Stanley—now Lord Derby—has been a prominent and active member.

A native of Danvers, in Massachusetts, George Peabody was born on the 18th of February, 1796. His father, though originally in humble circumstances, was well descended, for he was proud to boast that he came of the old Pilgrim stock. Six generations back one Francis Peabody, of Abolby, from Northamptonshire, according to another account—from St. Alban's, in Hertfordshire, crossed the Atlantic and settled in New England. He found a home at Topsfield, a small town in the heart of Essex, Massachusetts, where he built the first mill in the neighbourhood, and became an independent man. Not a few of the Peabodys have been since distinguished in Massachusetts for their moral worth and patriotism; and considering the stern old Puritan stock from which they were sprung, it is not to be wondered at that some of them took a leading part in their neighbourhood on the side of liberty in the War of Independence, in which they bore arms, while others of the same name wrote and preached in advocacy of peace, tolerance, and human brotherhood.

As a child George Peabody had to acclimatize to his own exertions. At 11 he was apprenticed to a Mr. Sylvester Proctor, who kept a "grocery store" at Danvers. Here he spent four years, until at the age of 15 he felt anxious to try his hand at business on a larger scale. With this object in view, after a year spent with his grandfather in Vermont, he joined his brother David in 1811 in a dry goods shop which he had opened at Newburyport. A fire, however, destroyed the greater part of the town, and among other losses that of the Peabodys, but George Peabody was not made of such stuff as to give way to despair, or even to despond. He remembers that he had an uncle, John Peabody, who was settled in the District of Columbia; and just as the youth was thinking of going to seek him out, the uncle sent him an invitation to come and join him. He did so, and soon became the leading spirit and the maintainer of the business intrusted to his hands. This was in May, 1821. War with England was close at hand. Two months later, a British fleet assailed the Potomac, and menaced the capital and its neighbouring ports. In this emergency, the young clerk, though not yet of age, joined a volunteer company of artillery, and did active duty for some months at Fort Mifflin; and, to use the words of an American writer, "if he gained here no military honours, at least he showed that he had within him the soul of a patriot and the nerve of a soldier."

Having spent two years in his uncle's service, we next find him attracting the attention of a Mr. Elihu Riggs, who invited him to join him in the dry goods trade. George Peabody transacting and managing the business, for which Riggs found the capital. To all concerned the partnership of Riggs and Peabody proved a most successful and satisfactory arrangement. In 1815 the house was removed to Baltimore, seven years later its extended operations were such as to justify the establishing and opening of branches at Philadelphia and New York; and about the year 1830, by the retirement of Mr. Riggs, George Peabody found himself the senior partner, and the virtual director, of one of the largest of mercantile firms.

Having spent several years in managing the house in Baltimore, during which, we may remark, he was more than once charged with important financial negotiations for the State of Maryland, he resolved in 1837 to take up his abode in England. In that year he came to London, and, retiring a few years later from the American firm, he established himself in the City as a merchant and banker, in the American bank of the time, for he was scarcely a bank in the sense accepted here. "Like the Rothschilds and the Baring," he loaned money, changed drafts, bought stocks, and held deposits for customers; but he did not, like English bankers, pay money. The magnitude of his transactions in that capacity, perhaps, fell short of some of our two other great houses of the same class; but in honour, faith, punctuality, and public confidence, the firm of George Peabody and Co., of Warfield, towered second to none.

Peabody had not been long in England when some untoward events occurred which shook American credit abroad, and brought so much reproach on the American name—

"The default of some of the States, and the temporary inability of others to meet their

obligations, and the failure of several of our moneyed institutions, threw doubt and distrust on all American securities. That great sympathy for the United States—credit as far as the United States were concerned—was for the time paralyzed. At that moment, as it was a trying one, Mr. Peabody not only stood firm himself, but he was the cause of firmness in others. His judgment commanded respect; his integrity won back the reliance which men had been accustomed to place upon American securities."

It is because Mr. Peabody, at that trying time, rose far above the mere financier—coming to the rescue with his true American heart as well as with his English purse and English credit—that he rose at once into the rank of public benefactors. Towards Maryland, his adopted State on the other side of the Atlantic, his services were of a special character. Under an Act of 1836 one of three Commissioners to negotiate a loan for the State. The loan was obtained, and the credit of the State, after suffering for a time, was restored. For his services in the affair Mr. Peabody declined all compensation, but, in 1843, he was rewarded by a special vote of thanks on the part of the Legislative Assembly.

At the time of the Great Exhibition of 1861 Mr. Peabody redeemed the good name of his countrymen by promptly supplying a sum of \$16,000 which was required in order to place the contributions of America in orderly array, and to save that country from putting in an appearance quite unworthy of its public and private enterprise. In June, 1862, the town of Danvers kept the centenary anniversary of its foundation. All Danvers observed the day as a public festival; a public dinner was given. Mr. Peabody was in England, and therefore could not be present in person, but in his letter of apology he enclosed a check for \$30,000 for educational purposes in his native town. This munificent donation he subsequently followed up with others on a larger scale; and we believe that the "Peabody Institute" stands at Danvers as a lasting memorial of no less than \$500,000, bestowed by Mr. Peabody as a free gift during the donor's lifetime.

In 1862 we find Mr. Peabody's name brought before the public as a benefactor in another light; we mean as a generous contributor to the American expedition sent to the Arctic regions in search of Sir John Franklin, under Dr. Elisha Kane. A private individual offered a vessel for the purpose on condition that Congress should make a grant of money in aid of the expedition; and when time ran on and Congress seemed inclined to do nothing in the matter, Mr. Peabody provided the means for equipping the *Advance*. By this timely aid Dr. Kane was enabled to carry out his enterprise, and the name of "Peabody Land" will be found marked upon part of the northern shores which that gallant discoverer has visited.

In 1867 Mr. Peabody paid a visit, after all but 20 years' absence, to his native land. It is almost needless to say that he was most gratefully received and warmly welcomed both at Danvers and at Baltimore, and that New York and Boston united in paying him honour. At Baltimore, the scene of his early mercantile successes, he resolved to repeat the benevolent experiment which he had made at Danvers, by giving \$500,000 for the purpose of establishing in the capital of Maryland a Library and Scientific Institute, a truly liberal and a noble gift. He has since this gift, Mr. Peabody's contribution to the American Southern Educational Fund long since amounted to \$2,000,000, and for all we know may be possibly in excess of that sum.

But the deed by which his name will be longest remembered in this, his late adopted country, is his noble gift of a quarter of a million to the poorer classes of our great metropolis, which we have so often had occasion to mention in these columns, and which has already borne fruits by the erection of homes for the working classes in various parts of London. This act of "princely munificence," as it was styled by Her Majesty in an autograph letter which she addressed to Mr. Peabody, was one on which, at the time that it was made public, we commented as "wholly without parallel." It was a deed that more than two years have passed by, and we can heartily remark that it is an act which will ever carry its best reward in the consciousness of having contributed so largely to the assistance of those who can do little help themselves as the poor of London. All sorts of honours were offered to Mr. Peabody in recognition of his generosity; among others, that of "either a baronetcy or the Grand Cross of the Order of the Bath" by the Queen herself; but he declined them one and all, wisely contenting himself with the thought that he would be best remembered on both sides of the Atlantic as plain George Peabody. He accomplished this act of "princely munificence," as our readers will remember, last year by a further donation of 100,000 for the same benevolent purposes.

One honour, and one honour only, England conferred upon the great benefactor of modern London—that of a statue, which was publicly inaugurated by the Prince of Wales so recently as July last, in the presence of the Lord Mayor, the Aldermen and citizens of London, the Governor of the Bank of England, the American Minister, and a host of distinguished personages. The statue, which, as most of our readers will remember, is close by the Royal Exchange, represents Mr. Peabody in a sitting attitude. The figure is the work of an American sculptor, Mr. Story. The City of London, about the same time, conferred its freedom on Mr. Peabody.

In concluding this memoir of the great philanthropist who has passed away from among us, we feel that we may be excused for repeating here our own words of hope and exhortation—

"It is not, indeed, every who has a quarter of a million to give away, nor is it always the wisest or most charitable plan to intrust its administration to a stranger, who is unable personally to superintend the application of such a sum, adds to the obligation of his munificent gift by intrusting others with its management. His English gentlemen and capitalists might well bestow some of their spare time, as well as spare money, in giving their personal efforts to the improvement of the condition of the poorest of their fellow-men. If every one would do but as much in his own immediate neighbourhood, according to his ability, as Mr. Peabody has done for a strange country, the condition of the poor would soon cease to present those sad and difficult problems which now mar the enjoyment of our highest prosperity. Mr. Peabody's name ought, in any case, to be always cherished in the gratitude of the public; and he will be remembered by all classes of our countrymen as, both by act and by example, one of the greatest benefactors of the London poor."

THE HABIT OF FEAR.

(Saturday Review.)

The mind, like the body, contracts tricks and habits which in time become automatic and involuntary—habits of association, tricks of repetition, of which the excess is monomania, but which, without attaining to quite that extreme, become more or less measures of the brain and directors of the thoughts. And, of all these tricks of the mind, the habit of fear is the most numerous, and persistent. It is seldom that any one, who has once given in to it is able to clear himself of it again. However unreasonable it may be, the trick clings, and it would take an exceptionally strong intellect to be convinced of its folly, and learn the courage of common sense. But this is just the intellect which does not allow itself to contract the habit in the beginning; a coward being for the most part a waxy, weak kind of being with very little backbone anyhow. We do not mean by "fear" that which is physical and personal only, though this is generally the sole idea which people have of the word; but moral and mental cowardice as well. Personal fear, indeed, is common enough, and as pitiable as it is common; and we are ashamed to say that it is not confined to women, though naturally more prominent with them than with men.

Morally this same habit of fear deteriorates, because it weakens and narrows, the whole nature. It is far from being Luther's famous saying—Sin boldly, and leave the rest to God—their sin is their very fear, their unconquerable distrust. These are the people who regard our affections as an anore, and all the forms of pleasure as so many waymarks on the road to perdition—who would narrow the circle of human life to the smallest point both of feeling and action, because of the sin in which, according to them, the whole world is steeped. They are guilty everywhere, but innocuous not at all; their minds are set on the trick of terror, and fear of the power of the devil and the anger of God weighs on them like an iron chain from which there is no release. This is not so much from delicacy of conscience as from simple moral cowardice, for you seldom find these very timid people lofty-minded or capable of any great act of heroism. On the contrary, they are generally peevish, and often selfish; self-consciousness being the tap-root of their fears, though the cause is assigned to all sorts of pretexts, such as acute sensibilities, keen imagination, bad health, tender conscience, delicate nerves—to anything in fact but the real cause, a cowardly habit of fear produced by continual moral selfishness, by incessant thought of and regard for themselves. Nothing is so depressing as the society of a timid person; and nothing is so infectious as fear. Live with any one given up to an eternal dread of possible dangers and disasters, and you can scarcely escape the contagion, nor, however brave you may be, maintain your cheerfulness and faculty of faith.

Fearful folk are always on the brink of ruin. They cannot wait to see how things will turn before they despair, and they cannot hope for the best in a bad pass. They are engulfed in abysses that never open, and they die a thousand deaths before the supreme moment actually arrives. The smallest difficulties are to them like the straws placed crosswise, over which no wretch could pass; the beneficent action of time, either as a healer of sorrow or a revealer of hidden iniquities, is a word of comfort, they cannot accept; for themselves, how true soever it may be for others; the doctrine that chances are equal for good as well as for bad is what they will not understand; and they know of no power that can avert the disaster, which perhaps is simply a possibility not even probable, or which their own fears only have arranged. If they are professional men, having to make their way, they are for ever anticipating failure for to-day and absolute destruction for to-morrow; and they bemoan the fate of the wife and children sure to be left to poverty by their untimely decease, when the chances are ten to one in favour of the apportioned three score and ten years. Life is a place of suffering here, and a place of torment hereafter; yet they often wish to die, resuming Hamlet's decision by thinking the mystery of unknown life preferable to the reality of those they have on hand. Over such minds as these the vaticinations of such a prophet as Dr. Cumming have a peculiar power; and they accept his gloomy interpretations of the Apocalypse, with a faith as unquestioning as that with which they accept the Gospels. They have a predilection indeed for all terrifying prophecies, and cast the horoscope of the earth and foretell the destruction of the universe with marvellous exactitude. Their minds are set to a task of hope, or a question, or of careless good-humour and indifference. There is nothing to be done with them.

EMPLOYMENT OF WOMEN.—While the women of England and America are writing and talking, their black sisters in India are silently but rapidly placing themselves on an equality with Man. A native female medical school has been established at Barilly under the auspices of Dr. Corby and Babu Gunga Pershad. The girl students are stated to have shown great quickness and aptitude for the study of medicine and to have made considerable progress. An application has been made for Government aid, with the view of carrying out the experiment on a larger scale. It is surprising that women in this country have not directed their attention towards becoming fluent dressers; the employment seems to be one peculiarly adapted for persons with fluent tongues and active fingers. They would also confer a benefit on the community at large by turning out to the labour market a host of loquacious ganders, whose odious cackling forms an accompaniment to the clip clip of the scissors with which they trim the heads of their victims. The praise of washes and pomatums, the dribble of cold small talk, the short whole business of hair-cutting, including that most objectionable put down the back of the neck, would be much more tolerable from the hands and lips of Woman.

A WEDDING PRESENT.—The marriage of a popular American author was recently celebrated in New York. His principal gift to his bride consisted of a casket made of mother-of-pearl, ivory, and gold, containing love-letters received by him during his career. A New York paper is enabled to state that there were 3,796!

TOO SHALLOW.—A wealthy gentleman who owns a county seat nearly lost his wife, who fell into a fever which flows through his estate. He announced the narrow escape to his friends, expressing their congratulations. One of them, an old bachelor wrote as follows, "I always told you that river was too shallow."

Insurances

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Printed & Published by CHARLES ARNHEIM,
Sole Proprietor, at No. 2, Wynd
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ngkong, October 7, 18



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"DORVILLE," will leave for the above
places.

Cargo and Specie will be registered for
London as well as for Marseilles, and
accepted in transit through Marseilles for
the principal places of Europe.

Cargo will be received on board until 4
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Agency's Office.)

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America, March 12.

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Hongkong, October 7, 1869.

Post-Office Notifications.

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for Europe, &c., on TUESDAY, the
28th Instant, at 9 A.M., and the Post
Office will be open for the reception of
Letters, Newspapers, Books, &c., until 8
P.M. on the 27th Instant. Letters,
&c., may be posted in the night box
from 8 P.M. on the 26th Instant until
1 A.M. on the following morning.

All Letters posted between 7 and 8 A.M.
on the 28th Instant will be charge-
able, in addition to the usual postage,
with a rate of 18 cents.

Letters for posting at this
Office, at 8 A.M. and for Newspapers,
Books, &c., at 9 A.M. on the 28th
Instant.

Further, late letters (but Letters only) ad-
dressed to the United Kingdom and
Ireland, or to Singapore, may be
posted on board the Packet from 8.30
A.M. to 8 P.M. on payment of a late fee
of 48 cents each, in addition to the
postage, after which no Letters can be
received.

Sealed Boxes containing the correspondence
of Box Holders will be received at the
Post Office, at 8 A.M. for the purpose, on
the East Side of the building.

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payment is compulsory must be prepaid
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Insufficiently stamped Letters addressed to
the United Kingdom, will be sent on
board with a fine of One Shilling in
addition to the postage.

Letters posted, after 7 A.M., on the 28th
Instant, will not be forwarded, unless
the Late Fee, as well as the postage is
prepaid.

Letters insufficiently stamped or unstamped
addressed to places to which they can-
not be forwarded unpaid, will be opened
and returned to the writers as early
as possible, but no guarantee can be
given that such Letters, if posted after
8 P.M. on the 27th Instant, will be re-
turned until after the mail is closed.

Postage Stamps should be placed on the
upper right hand corner of the corre-
spondence, except in cases where they
may be used in payment of "Late Fee,"
when the Stamp or Stamps represent-
ing "Late Fee," or "Registration
Fee," should be placed on the lower left-
hand corner.

All transactions in fractional parts of a Dol-
lar will be completed in the Coin pre-
scribed by Ordinance 1, of 1864, and the
Proclamation of the 22nd January,
1864, and no other Coins, but those
therein specified will either be received
or given in change as fractional parts
of a Dollar.

Payment for Postage Stamps must be made
in the current Dollars of the Colony or
Bank Notes.

Money Orders on any of the Money Order
Offices in the United Kingdom will be
granted until 5 P.M. on the 27th In-
stant.

F. W. MITCHELL,
Postmaster General.

General Post Office, Hongkong,
December 20, 1869.

It is hereby notified for general informa-
tion that under the Provisions of a Treas-
ury Warrant, which will come into opera-
tion on the 1st October next, correspon-
dence addressed to Constantinople will be
forwarded at the following reduced Rates
of Postage, which must be paid in advance,
viz:-

For Letters:-
20 cents each half-ounce weight;
For Newspapers, Packets of Patterns,
and Books:-
2 cents each two ounces up to half-pound,
and 8 cents for every additional half-pound.

F. W. MITCHELL,
Postmaster General.

General Post Office,
Hongkong, 23rd September, 1869.

On the 1st October next, and thence-
forward Money Orders will be issued at
this Office and at the Agencies thereof at
Shanghai and Yokohama on all the Money
Order Offices in the United Kingdom of
Great Britain and Ireland, for amounts not
exceeding £10, at the rate of Exchange
Current for each Mail, and charged with
Commission according to the following
Scale, viz:-

For sums not exceeding £2, 12
Above £2 and not exceeding £5, 24
" £5 " " £10, 42
" £10 " " £20, 48

2. No Money Order to include a frac-
tional part of a Penny.

3. Orders drawn in the United King-
dom upon Hongkong, Shanghai, and Yoko-
hama, will be paid at the rate of Exchange
at which Money Orders are being issued at
the time of their presentation.

4. Alphabetical Lists of over 3,700
Money Order Offices in the United King-
dom, showing the Counties in which they
are situated, are being up for public re-
ference at this Office, and also at Shanghai
and Yokohama.

5. Applicants for Money Orders must
furnish, in full, the surname, and, at least,
the initial of one Christian name, both of
the Remitter and the Payee; if the Remit-
ter or Payee be a Peer or a Bishop, his or-
dinary title will be sufficient, if a firm, the
usual designation of such firm, such as
"Baring Brothers" will suffice; but the
mere term Messrs, such as "Messrs. Rich-
mond," or the name of a Company trading
under a title which does not consist of
the names of the persons composing it, such
as "Garron Co." is inadmissible.

6. The Remitter on stating that the Or-
der is to be paid only through a Bank, to
have the option of giving, or withdrawing
the name of the Payee; in such case, the
Order will be crossed in the same way that
Cheques are commonly crossed when they
are intended to be paid through a Bank.

7. When an Order is presented through
a Bank, a receipt by any person will be suf-
ficient, provided the Order be crossed with
the name of the receiving Bank, and be
countersigned by some Person known to be
in the employ of such Bank.

8. The signature of the Payee of a Money
Order to be added to the Order in the
place provided for the purpose. If the
Payee be unable to write he must sign the
receipt by making his mark in the presence
of a Witness, who must sign his name, with
his address in the presence of the Officer
who pays the Order.

Post-Office Notifications.

9. Should the Payee of a Money Order
desire to receive payment in the Country in
which the Order was issued, at some other
Office than that in which the Order was ori-
ginally drawn, the transfer will be granted,
provided the Order be inclosed to the
Postmaster of the Office in which it is
drawn. In such case a new Order will be
issued, the Commission chargeable upon
which will be deducted from the amount of
the Bill Order.

10. In the event of a Money Order
misleadingly or being lost, duplicate will
be granted on a written application from
the Payee, containing the particulars,
and accompanied by an additional
Commission to the Office where the
Original Order was payable.

11. On the receipt of a similar applica-
tion, orders will be given to stop payment
of a Money Order, or to renew a lapsed
Order. The additional Commission in the
last case will be deducted from the amount
of the new Order. Lapsed Orders must be
presented with the application for a new
Order.

12. But when it is desired that any
error in the name of the Remitter or Payee
should be corrected, or that the amount of
a Money Order should be repaid to the
Remitter, or that a Lapsed Order should
be renewed for payment in the Country in
which the Order was originally drawn,
application must be made to the Chief
Money Order Office of such Country. This
application must be accompanied by an
additional Commission, unless it have re-
spective to a Lapsed Order, in which case the
Commission will be deducted from the
amount of the new Order.

13. Repayment whether of an original,
or renewed, or a duplicate Order, will not
be made to the remitter until it has been
ascertained that the advice has been can-
celled at the Office on which the Order was
originally drawn.

14. Payment of an Order must be ob-
tained before the end of the Sixth Calendar
Month after that in which it was drawn;
for instance, if drawn in January, payment
must be obtained before the end of July,
otherwise the Order will become lapsed,
and a new Order (for which a second Com-
mission will be deducted from the amount
of the Order, will be charged) will become
necessary.

15. If an Order be not paid before the
end of the Twelfth Calendar Month after
that in which it was drawn, for instance,
if drawn in January, and not paid before
the end of the following January, all claim
to the Money will be forfeited, unless,
under special circumstances, the Post
Office of the Country in which the Order
was drawn think proper to allow it.

16. After once paying a Money Order
by whomsoever presented, the paying Office
will not be liable to any further claim. If
a wrong payment, however, be made owing
to negligence on the part of any Officer of
the Post Office, the Postmaster General of
the Country or Colony in which the negli-
gence occurs, will, if he so think, require the
Officer in fault to make good the loss.

17. No Money Order will be paid unless
the advice has been previously received.

18. Additional Rules for greater securi-
ty against fraud, and for the better work-
ing of the system generally will be made
as occasion may require.

19. Should it appear that Money Orders
are used by mercantile men, or others,
either in the United Kingdom or at Hong-
kong, Shanghai or Yokohama, for the
transmission of large sums of money, the
British or Colonial Post Office, as the case
may be, will consider the propriety of in-
creasing the power of wholly suspending for a
time the issue of Money Orders.

By Command,
F. W. MITCHELL,
Postmaster General.

General Post Office,
Hongkong, 22nd August, 1869.

REGISTRATION OF LETTERS AND BOOK PACKETS
SYSTEMS EXTENDED TO THE COAST PORTS
AND JAPAN.

It is hereby notified for general informa-
tion, by order of His Excellency Sir
Richard Graves MacDonnell, that the
system of registration has been, from this
date, extended to letters and other descrip-
tions of correspondence transmitted by the
Post, in the Mails, by both the British
Contract Packets and by Private Ships
between this Office and each Agency there-
of in China, and Japan, viz: Canton,
Swatow, Amoy, Foochow, Ningpo, Shang-
hai, Nagasaki, Hiogo, and Yokohama, and
also between any two of these Agencies.

The fee for registration is 8 cents each
letter, &c.

No Letter, Book, or Packet of Patterns
can be registered unless the full postage
upon it, as well as the registration fee, be
paid in advance in postage Stamps.

Letters, &c., for registration will be
received up to half an hour before the time
fixed for closing the Mails.

F. W. MITCHELL,
Postmaster General.

General Post Office,
Hongkong, 13th October, 1869.

It is hereby notified for general informa-
tion, by order of His Excellency Sir Richard
Graves MacDonnell, that henceforward
Book Packets, and Packets of Patterns or
Samples of Merchandise, may be trans-
mitted through the Post by the Mails made
up to be forwarded both by the British
Contract Packets and by Private Ships,
between this Office and each Agency thereof
in China and Japan, viz: Canton, Swatow,
Amoy, Foochow, Ningpo, Shanghai, Nag-
asaki, Hiogo, and Yokohama, and also
between any two of these Agencies, at the
following rates of postage, which must be
paid in advance, viz:-

Not exceeding 4 oz., 6 cents
Above 4 oz., and not exceeding 1 lb., 12
" 1 lb., and not exceeding 2 lb., 18
" 2 lb., and not exceeding 4 lb., 24
" 4 lb., and not exceeding 8 lb., 30
" 8 lb., and not exceeding 16 lb., 36
" 16 lb., and not exceeding 32 lb., 42
" 32 lb., and not exceeding 64 lb., 48
" 64 lb., and not exceeding 128 lb., 54
" 128 lb., and not exceeding 256 lb., 60
" 256 lb., and not exceeding 512 lb., 66
" 512 lb., and not exceeding 1024 lb., 72
" 1024 lb., and not exceeding 2048 lb., 78
" 2048 lb., and not exceeding 4096 lb., 84
" 4096 lb., and not exceeding 8192 lb., 90
" 8192 lb., and not exceeding 16384 lb., 96
" 16384 lb., and not exceeding 32768 lb., 102
" 32768 lb., and not exceeding 65536 lb., 108
" 65536 lb., and not exceeding 131072 lb., 114
" 131072 lb., and not exceeding 262144 lb., 120
" 262144 lb., and not exceeding 524288 lb., 126
" 524288 lb., and not exceeding 1048576 lb., 132
" 1048576 lb., and not exceeding 2097152 lb., 138
" 2097152 lb., and not exceeding 4194304 lb., 144
" 4194304 lb., and not exceeding 8388608 lb., 150
" 8388608 lb., and not exceeding 16777216 lb., 156
" 16777216 lb., and not exceeding 33554432 lb., 162
" 33554432 lb., and not exceeding 67108864 lb., 168
" 67108864 lb., and not exceeding 134217728 lb., 174
" 134217728 lb., and not exceeding 268435456 lb., 180
" 268435456 lb., and not exceeding 536870912 lb., 186
" 536870912 lb., and not exceeding 1073741824 lb., 192
" 1073741824 lb., and not exceeding 2147483648 lb., 198
" 2147483648 lb., and not exceeding 4294967296 lb., 204
" 4294967296 lb., and not exceeding 8589934592 lb., 210
" 8589934592 lb., and not exceeding 17179869184 lb., 216
" 17179869184 lb., and not exceeding 34359738368 lb., 222
" 34359738368 lb., and not exceeding 68719476736 lb., 228
" 68719476736 lb., and not exceeding 137438953472 lb., 234
" 137438953472 lb., and not exceeding 274877906944 lb., 240
" 274877906944 lb., and not exceeding 549755813888 lb., 246
" 549755813888 lb., and not exceeding 1099511627776 lb., 252
" 1099511627776 lb., and not exceeding 2199023255552 lb., 258
" 2199023255552 lb., and not exceeding 4398046511104 lb., 264
" 4398046511104 lb., and not exceeding 8796093022208 lb., 270
" 8796093022208 lb., and not exceeding 17592186044416 lb., 276
" 17592186044416 lb., and not exceeding 35184372088832 lb., 282
" 35184372088832 lb., and not exceeding 70368744177664 lb., 288
" 70368744177664 lb., and not exceeding 140737488355328 lb., 294
" 140737488355328 lb., and not exceeding 281474976710656 lb., 300
" 281474976710656 lb., and not exceeding 562949953421312 lb., 306
" 562949953421312 lb., and not exceeding 1125899906842624 lb., 312
" 1125899906842624 lb., and not exceeding 2251799813685248 lb., 318
" 2251799813685248 lb., and not exceeding 4503599627370496 lb., 324
" 4503599627370496 lb., and not exceeding 9007199254740992 lb., 330
" 9007199254740992 lb., and not exceeding 18014398509481984 lb., 336
" 18014398509481984 lb., and not exceeding 36028797018963968 lb., 342
" 36028797018963968 lb., and not exceeding 72057594037927936 lb., 348
" 72057594037927936 lb., and not exceeding 144115188075855872 lb., 354
" 144115188075855872 lb., and not exceeding 288230376151711744 lb., 360
" 288230376151711744 lb., and not exceeding 576460752303423488 lb., 366
" 576460752303423488 lb., and not exceeding 1152921504606846976 lb., 372
" 1152921504606846976 lb., and not exceeding 2305843009213693952 lb., 378
" 2305843009213693952 lb., and not exceeding 4611686018427387904 lb., 384
" 4611686018427387904 lb., and not exceeding 9223372036854775808 lb., 390
" 9223372036854775808 lb., and not exceeding 18446744073709551616 lb., 396
" 18446744073709551616 lb., and not exceeding 36893488147419103232 lb., 402
" 36893488147419103232 lb., and not exceeding 73786976294838206464 lb., 408
" 73786976294838206464 lb., and not exceeding 147573952589676412928 lb., 414
" 147573952589676412928 lb., and not exceeding 295147905179352825856 lb., 420
" 295147905179352825856 lb., and not exceeding 590295810358705651712 lb., 426
" 590295810358705651712 lb., and not exceeding 1180591620717411303424 lb., 432
" 1180591620717411303424 lb., and not exceeding 2361183241434822606848 lb., 438
" 2361183241434822606848 lb., and not exceeding 4722366482869645213696 lb., 444
" 4722366482869645213696 lb., and not exceeding 9444732965739290427392 lb., 450
" 9444732965739290427392 lb., and not exceeding 18889465931478580854784 lb., 456
" 18889465931478580854784 lb., and not exceeding 37778931862957161709568 lb., 462
" 37778931862957161709568 lb., and not exceeding 75557863725914323419136 lb., 468
" 75557863725914323419136 lb., and not exceeding 151115727451828646838272 lb., 474
" 151115727451828646838272 lb., and not exceeding 302231454903657293676544 lb., 480
" 302231454903657293676544 lb., and not exceeding 604462909807314587353088 lb., 486
" 604462909807314587353088 lb., and not exceeding 1208925819614629174706176 lb., 492
" 1208925819614629174706176 lb., and not exceeding 2417851639229258349412352 lb., 498
" 2417851639229258349412352 lb., and not exceeding 4835703278458516698824704 lb., 504
" 4835703278458516698824704 lb., and not exceeding 9671406556917033397649408 lb., 510
" 9671406556917033397649408 lb., and not exceeding 19342813113834066795298816 lb., 516
" 19342813113834066795298816 lb., and not exceeding 38685626227668133590597632 lb., 522
" 38685626227668133590597632 lb., and not exceeding 77371252455336267181195264 lb., 528
" 77371252455336267181195264 lb., and not exceeding 154742504910672534362390528 lb., 534
" 154742504910672534362390528 lb., and not exceeding 309485009821345068724781056 lb., 540
" 309485009821345068724781056 lb., and not exceeding 618970019642690137449562112 lb., 546
" 618970019642690137449562112 lb., and not exceeding 1237940039285380274899124224 lb., 552
" 1237940039285380274899124224 lb., and not exceeding 2475880078570760549798248448 lb., 558
" 2475880078570760549798248448 lb., and not exceeding 4951760157141521099596496896 lb., 564
" 4951760157141521099596496896 lb., and not exceeding 9903520314283042199192993792 lb., 570
" 9903520314283042199192993792 lb., and not exceeding 19807040628566084398385987584 lb., 576
" 19807040628566084398385987584 lb., and not exceeding 3961408125713216879677

